

Sacramento Vision Zero Action Plan Update

Taskforce Meeting #1

March 5, 2025

City of
SACRAMENTO | FEHR & PEERS



Agenda

1

Project Introduction

- Purpose and scope
- Role of the Task Force
- Current Tasks

2

Vision Zero: Past, Present, and Future

- Sacramento Vision Zero Action Plan (2018)
- Activities and Outcomes since 2018
- Concurrent City Projects and Efforts
- Road Safety Looking Ahead

Purpose & Scope

- Updated Collision Data Analysis and Profiles
- Robust Community Engagement
- Meet State and Federal Standards
- Implementable Recommendations



Project Schedule

2025

2026

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr

Task 1: Project Management

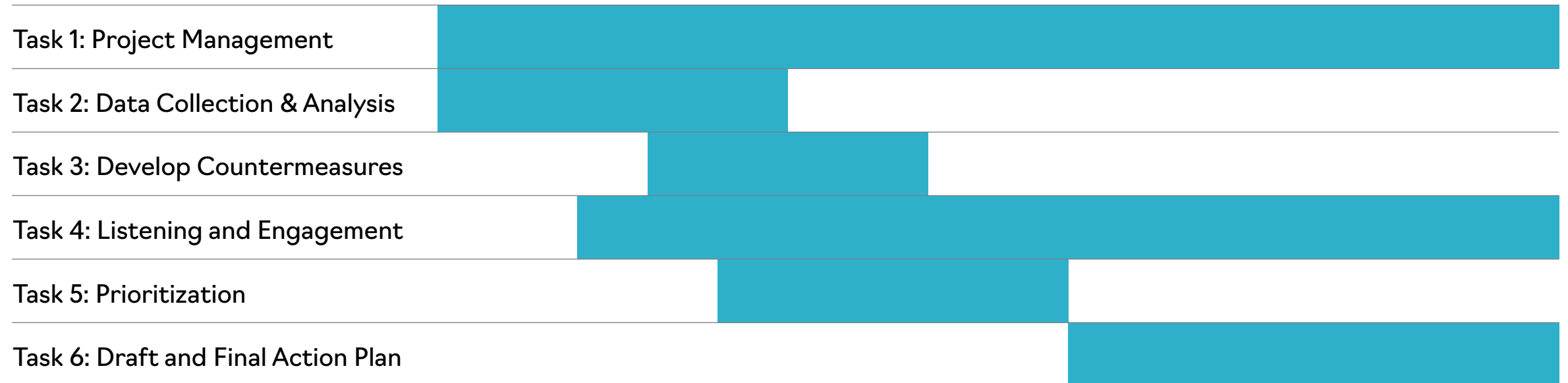
Task 2: Data Collection & Analysis

Task 3: Develop Countermeasures

Task 4: Listening and Engagement

Task 5: Prioritization

Task 6: Draft and Final Action Plan



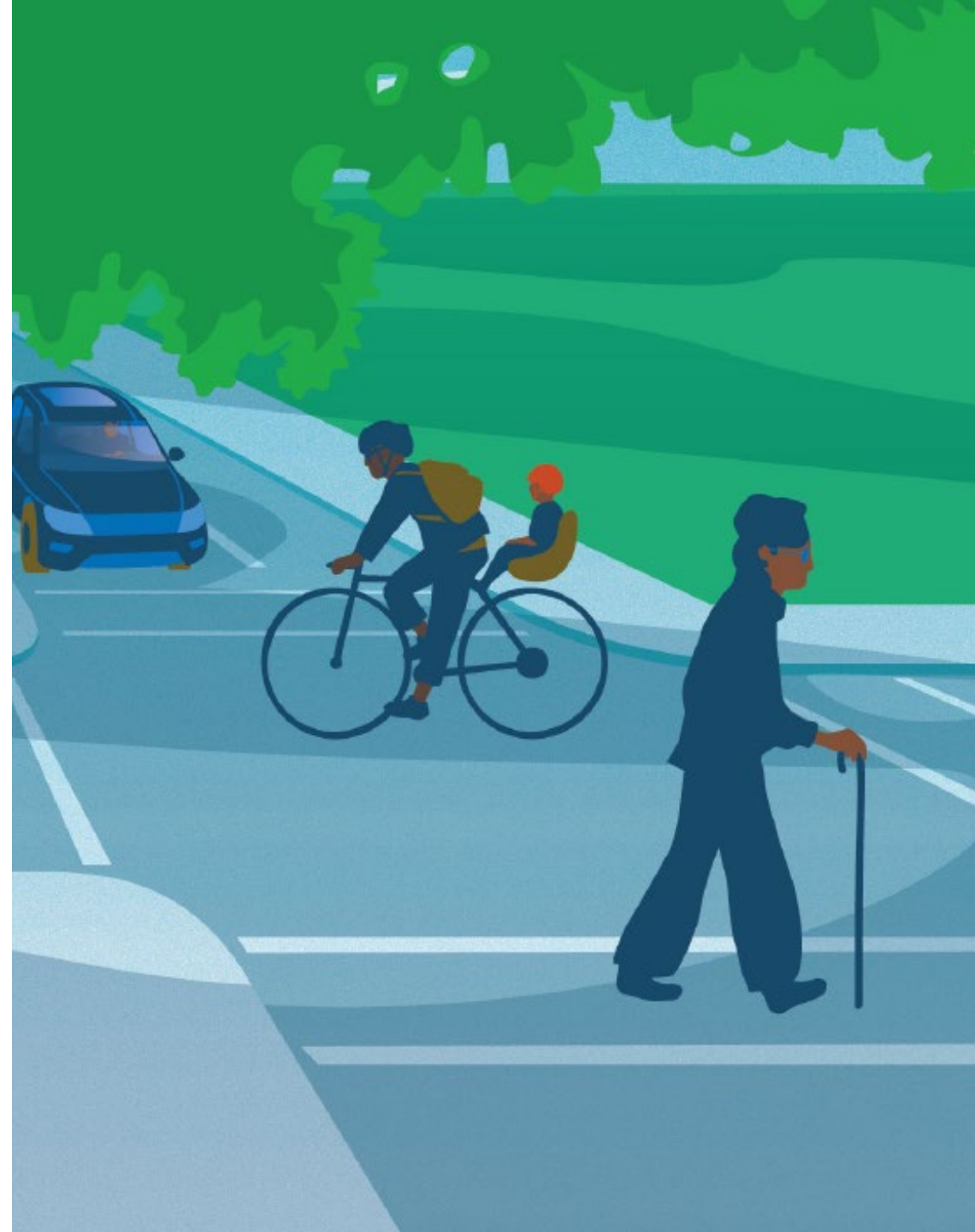
Role of the Task Force

- Provide input on existing City projects and practices
- Develop recommendations
- Oversight on Plan direction and development



Current Tasks

- Tracking Current Practices and Progress
- Benchmarking Assessment
- Review Existing Collision and Context Data
- Community Engagement Plan



Questions?

Vision Zero

Past, Present , and Future

First, Let's Celebrate

The City of Sacramento has shown a deep commitment to improving transportation outcomes through Vision Zero, multiple plans, implementation projects.

Sacramento Vision Zero Action Plan (2018)



RESOLUTION NO. 2017-0032

Adopted by the Sacramento City Council

January 19, 2017

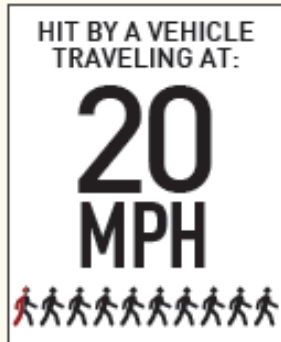
RESOLUTION OF THE CITY OF SACRAMENTO TO ADOPT A VISION ZERO GOAL

BACKGROUND

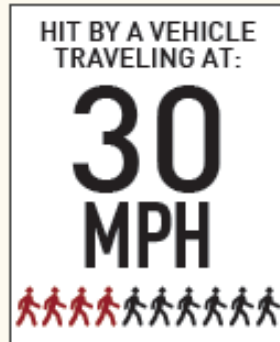
- A. Traffic safety impacts our community, neighborhoods, health and Sacramento's livability.
- B. During the five-year period from 2010-2014, 130 people died in traffic crashes in Sacramento (26 deaths per year) including 48 pedestrians and 13 bicyclists.
- C. Over the six-year period from 2008-2013, in the category of over-all traffic safety, when compared to cities with a population greater than 250,000, the City of Sacramento ranked 1 of 13 in 2008, 2009, 2010, and 2011, 3 of 13 in 2012, and 6 of 14 in 2013.
- D. Vision Zero provides a framework for reducing traffic deaths and serious injuries through a comprehensive approach.
- E. On March 15, 2016, Council passed Motion No. 2016-0074 directing the City Manager to 1) develop a Vision Zero Action Plan toward eliminating traffic deaths in Sacramento; and 2) establish a Vision Zero Task Force to assist in developing and implementing the Vision Zero Action Plan.
- F. In October 2016, the City of Sacramento embarked on its Vision Zero Action Plan and formed a Vision Zero Task Force.

Sacramento Vision Zero Action Plan (2018)

Unsafe speed is the leading cause of crashes. **2/3 of fatal crashes** occur on streets with a posted speed of 40+ mph, which account for just **10% of the City's street network**



5% Likelihood of a Fatality



40% Likelihood of a Fatality



100% Likelihood of a Fatality

Top 10 profiles



Unsafe Speed on Non-Local Streets



Broadside Crashes



Pedestrian Crossing Outside of an Intersection or Crosswalk



Alcohol Involved



Driver Making Left Or Right Turn



Pedestrian Crashes Near Transit Stops

35+

35+ MPH Streets



Crashes in Commercial Areas

30+

30+ MPH Streets



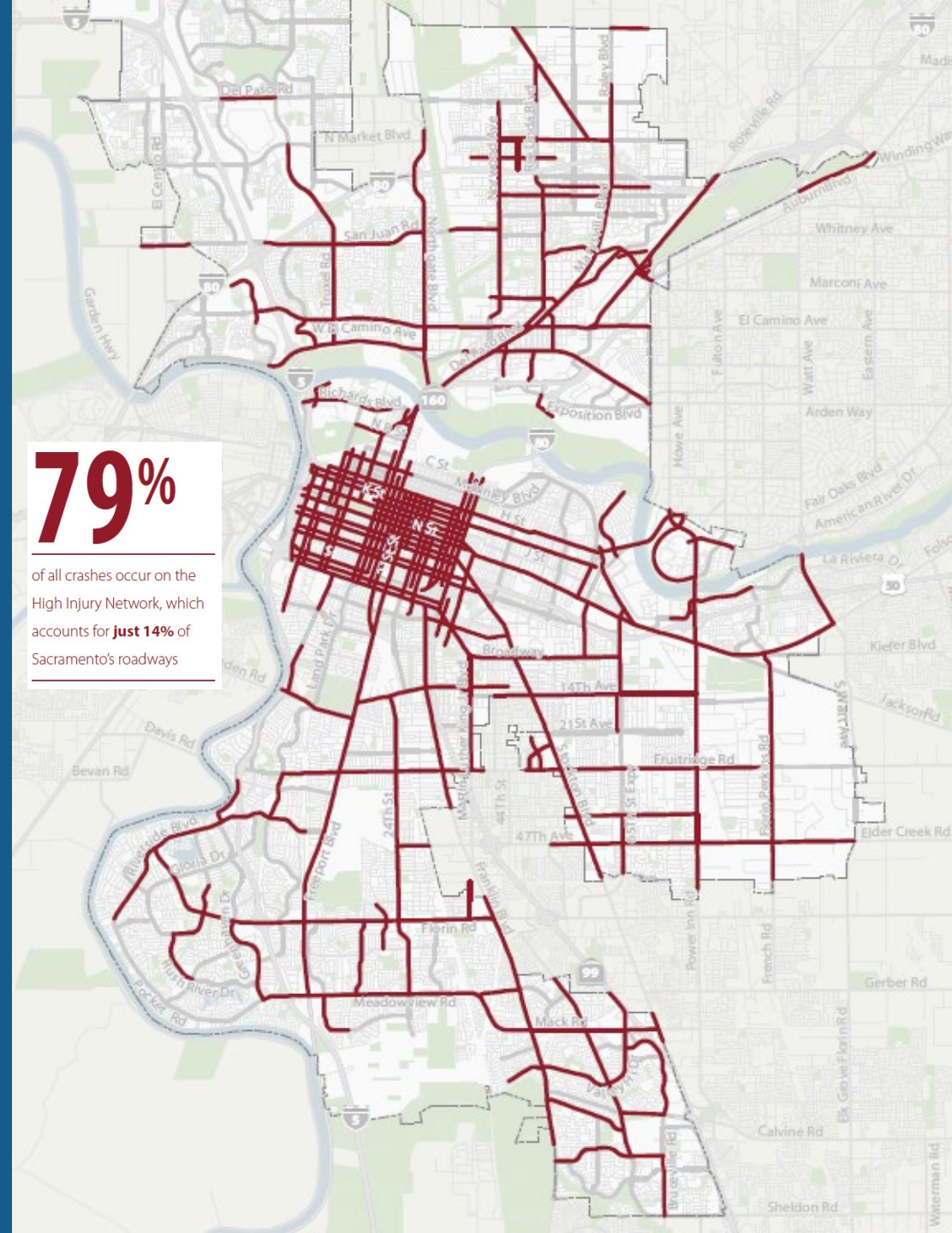
60+ Year Old Pedestrians

Vision Zero 2018 Actions

1. Vision Zero Program
2. Street Design
3. Dangerous Behaviors
4. Access to Key Destinations
5. Vulnerable Road Users

79%

of all crashes occur on the High Injury Network, which accounts for **just 14%** of Sacramento's roadways



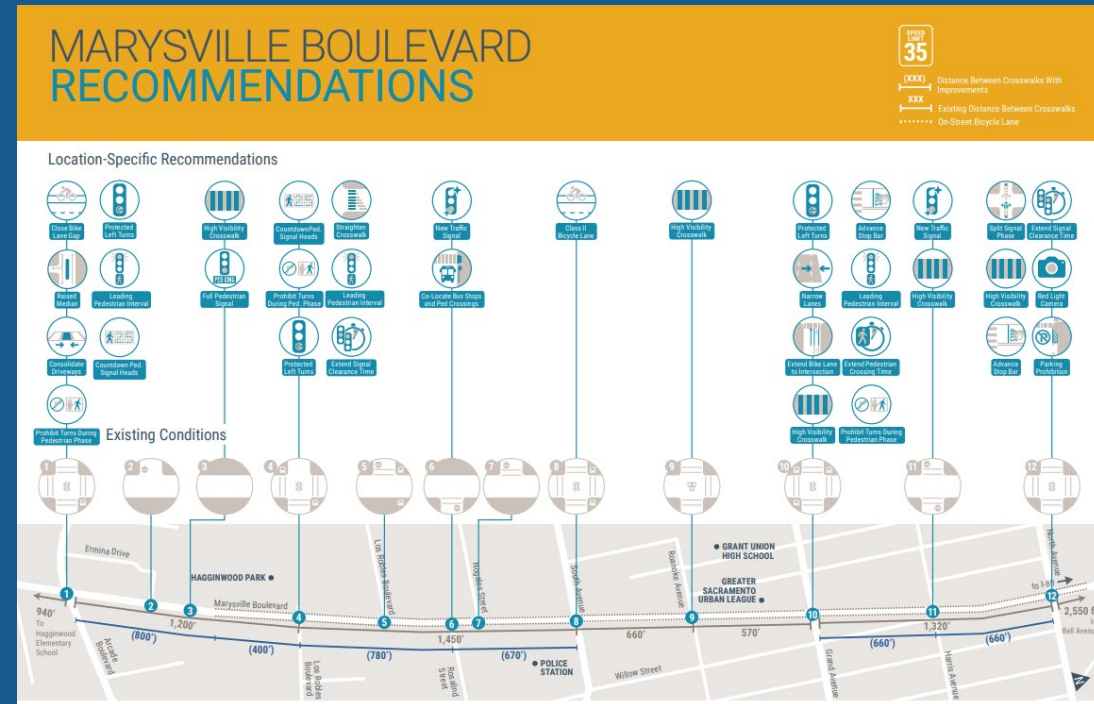
Since 2018...



Top Ten Vision Zero Corridors

Since 2018...

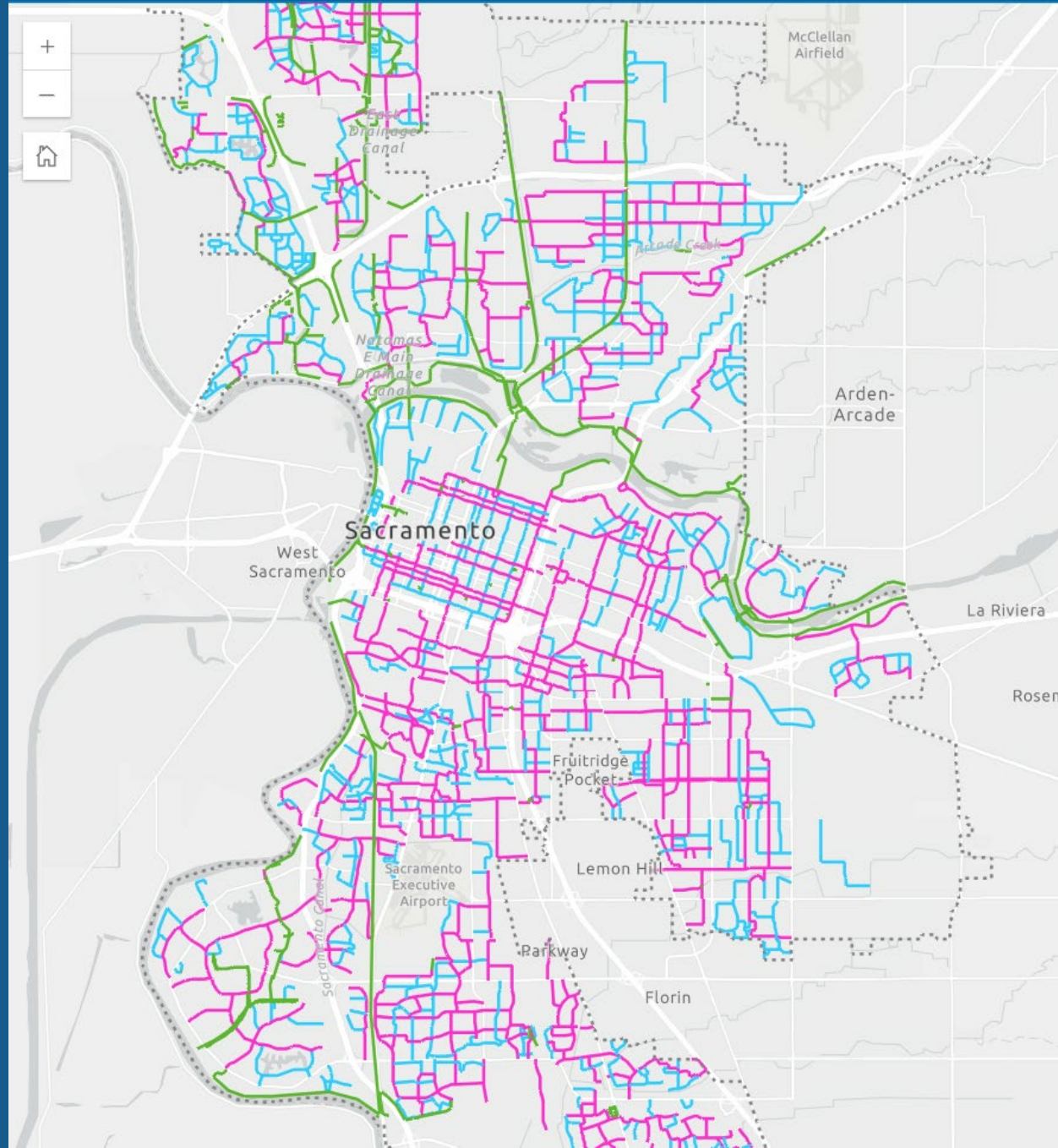
Broadway	In design phase
12th Street	Road diet done!
Marysville Blvd	In preliminary design, looking for funding
Stockton Blvd	Part of SacRT BRT Study
Arden Way	Won Caltrans planning grant
Howe Ave	Planning phase



What's going on now?

- Speed Limit Setting Study
- Neighborhood Connections Plan
- Streets for People Plan
- Collision Dashboard
- AB 413 Daylighting Implementation

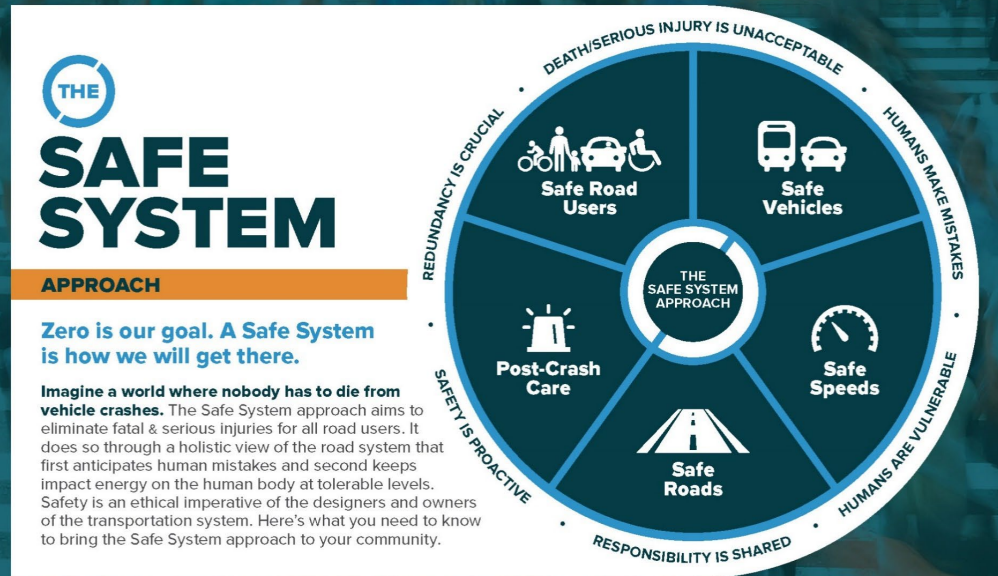
Neighborhood Connections Network Map



Leaning Further into Safety

Early Vision Zero adopters shifted to a **Safe System Approach**.

It recognizes there is a shared responsibility in building, maintaining, and operating a safe system.



U.S. Department of Transportation
Federal Highway Administration

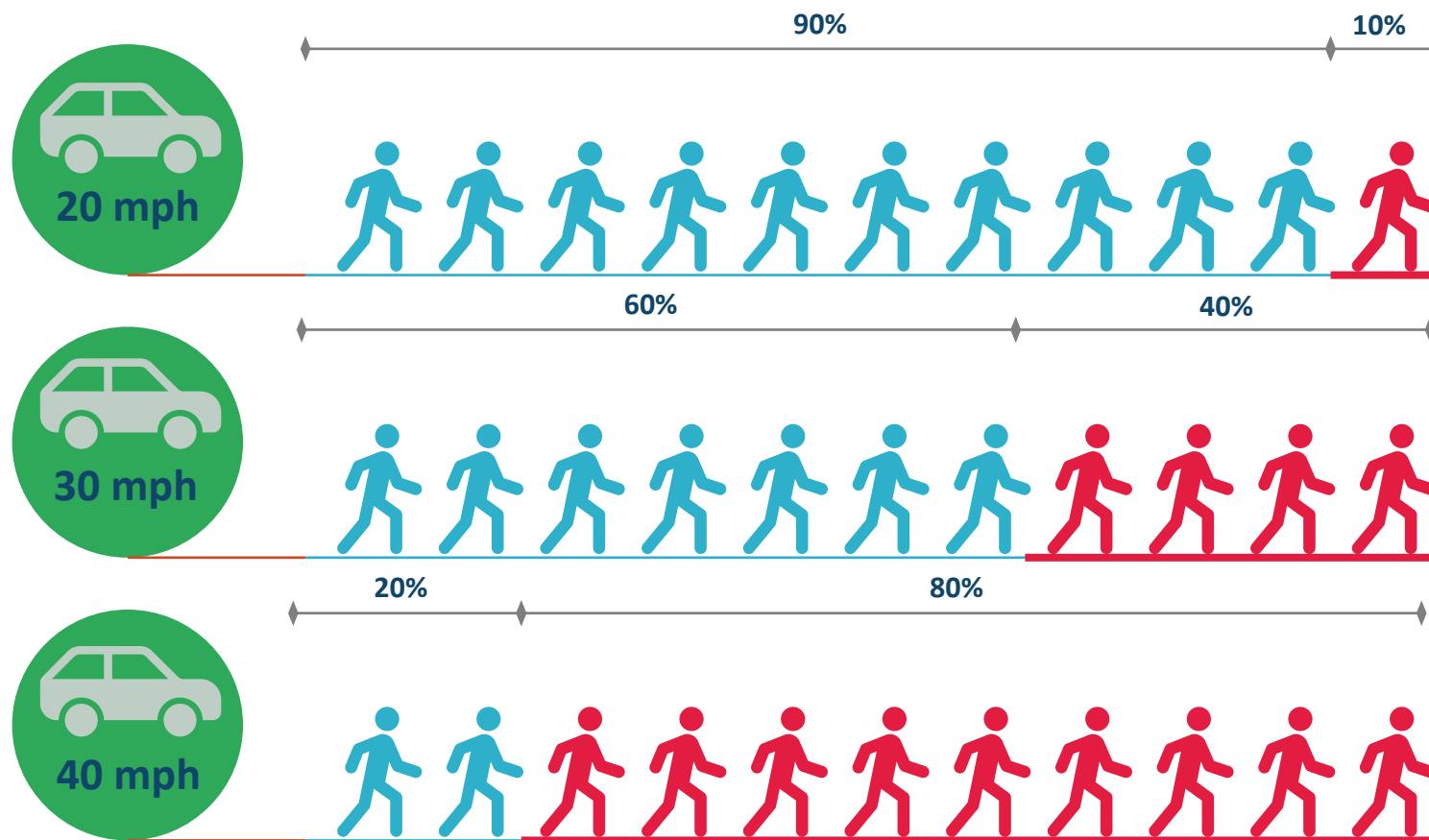
FHWA-SA-20-015



Safe Roads for a Safer Future
Investment in roadway safety saves lives

Vision Zero 2.0

- We've learned a lot
- Kinetic energy (speed & mass) increases the risk of death
- Vision Zero 2.0 integrates the Safe System Approach, building on what we've learned & institutionalizing safety



Source: FHWA & AAA Foundation for Traffic Safety

- If hit by a person driving at (## mph).
- Person survives the collision.
- Collision is fatal for the pedestrian.

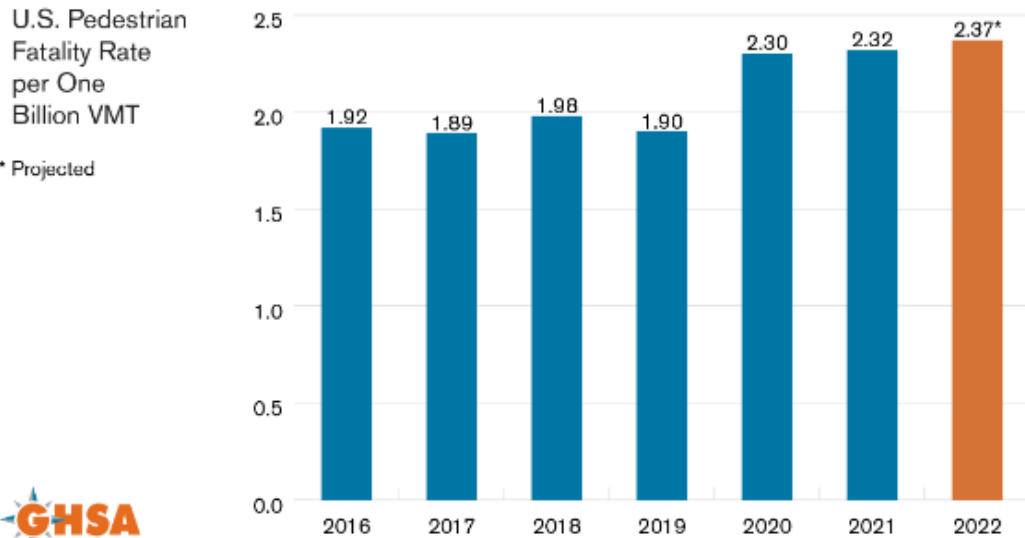
Discussion Questions

- 1 What about the paradigm shift to a safe system approach resonated with you?
- 2 What barriers or challenges do you anticipate when making this shift?
- 3 Who else should be included in these safety conversations?

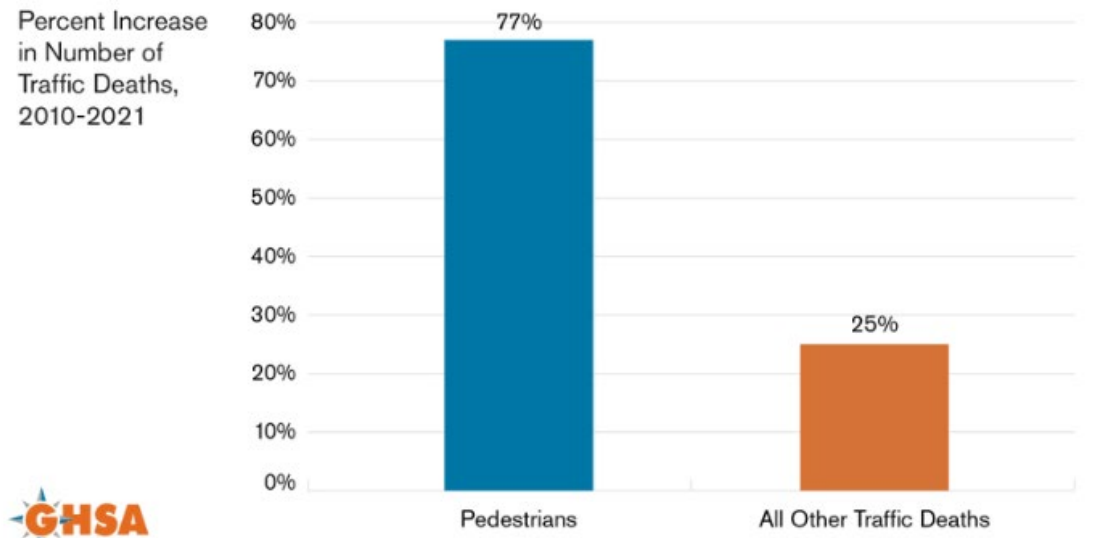
Collision Trends

National Collision Trends

Pedestrian Fatality Rate Increased Yet Again in 2022



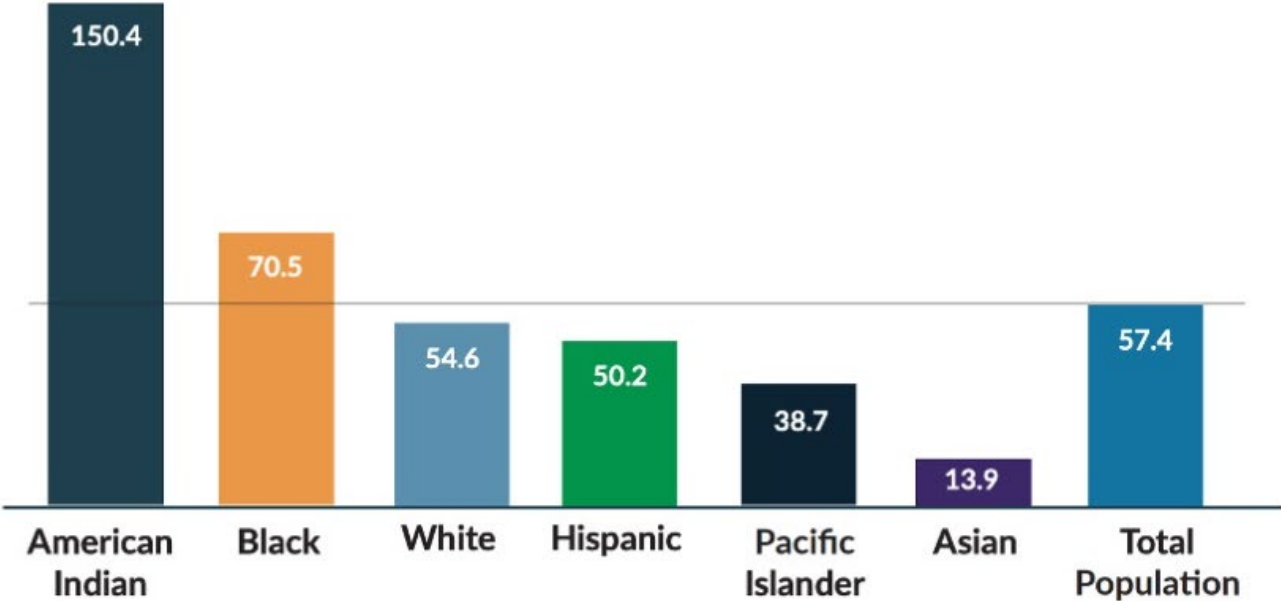
Pedestrian Deaths Are Increasing Faster Than All Other Traffic Fatalities



Source: Governors Highway Safety Administration Pedestrian Traffic Fatalities by State: 2022 Preliminary Data
<https://www.ghsa.org/resources/Pedestrians23>

National Collision Trends

Total U.S. Traffic Deaths per 100,000, 2016-2020



Source: U.S. traffic deaths disproportionately affect Black and American Indian people. Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Fatality Analysis Reporting System (FARS): 2016-2020 Final File and 2021 Annual Report File (ARF)

State Commitment

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: DEPUTY DIRECTORS
DISTRICT DIRECTORS
DIVISION CHIEFS

Date: January 16, 2024

From:

LISA RAMSEY *Lisa Ramsey*
Acting Chief
Division of Design

Subject: **DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN GUIDANCE**

Caltrans recognizes the importance of Complete Streets in supporting our mission to provide a safe and reliable transportation network that serves all people and respects the environment. In the 2021 Director's Policy on Complete Streets (DP-37), the California Department of Transportation (Caltrans) committed to the design and development of comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. This Design Information Bulletin (DIB) is issued in accordance with DP-37 and is effective immediately. DIB-94 represents the latest significant step in the implementation of that policy and meets a critical need by providing new flexibility in the design of context-sensitive facilities that serve travelers of all ages and abilities.

California Department of Transportation

Director's Policy

Number: DP-36

Effective Date: February 15, 2022

Supersedes: New

Responsible
Program: Division of Safety Programs

Title Road Safety

Policy

California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities. To realize this vision Caltrans commits to:

- A safety first mindset prioritizing road safety.
- Prioritize the elimination of fatal and serious injury crashes through our existing safety improvement programs along with development and implementation of new programs to enhance the safe use of our roadways.
- Eliminating race-, age-, ability- and mode-based disparities in road safety outcomes.

Background

Caltrans has a vision of zero road fatalities and serious injuries by 2050, as committed to in the:

2013 - 2022

In Sacramento...

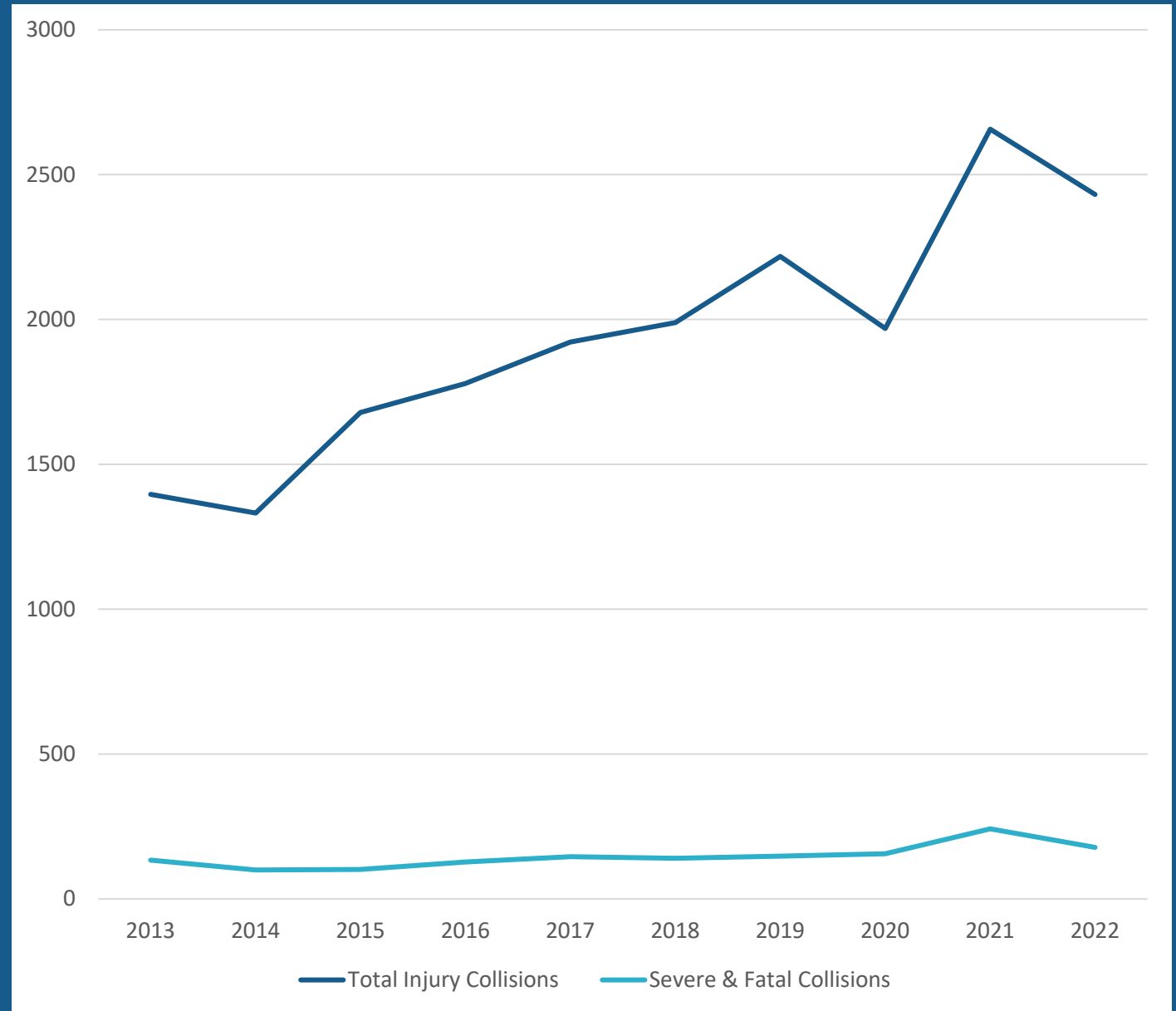
>20,500 injury collisions

1,200 severe injury collisions

330 fatal collisions

1,824 involved people walking

1,968 involved people biking



2013 - 2022

Sacramento Collision Factors & Types

Top Primary Collision Factors

Unsafe speed (26%)

Auto ROW Violation (19%)

Traffic Signals & Signs (17%)

Improper Turning (11%)

DUI (7%)

Top Collision Types

Broadside (55%)

Rear-End (23%)

Questions?

Next up...

- Phase I Engagement: Introducing the Vision Zero 2.0 update
- Project team reviewing roadway context and crash data
- Early April: Safe System Approach Workshop with Task Force